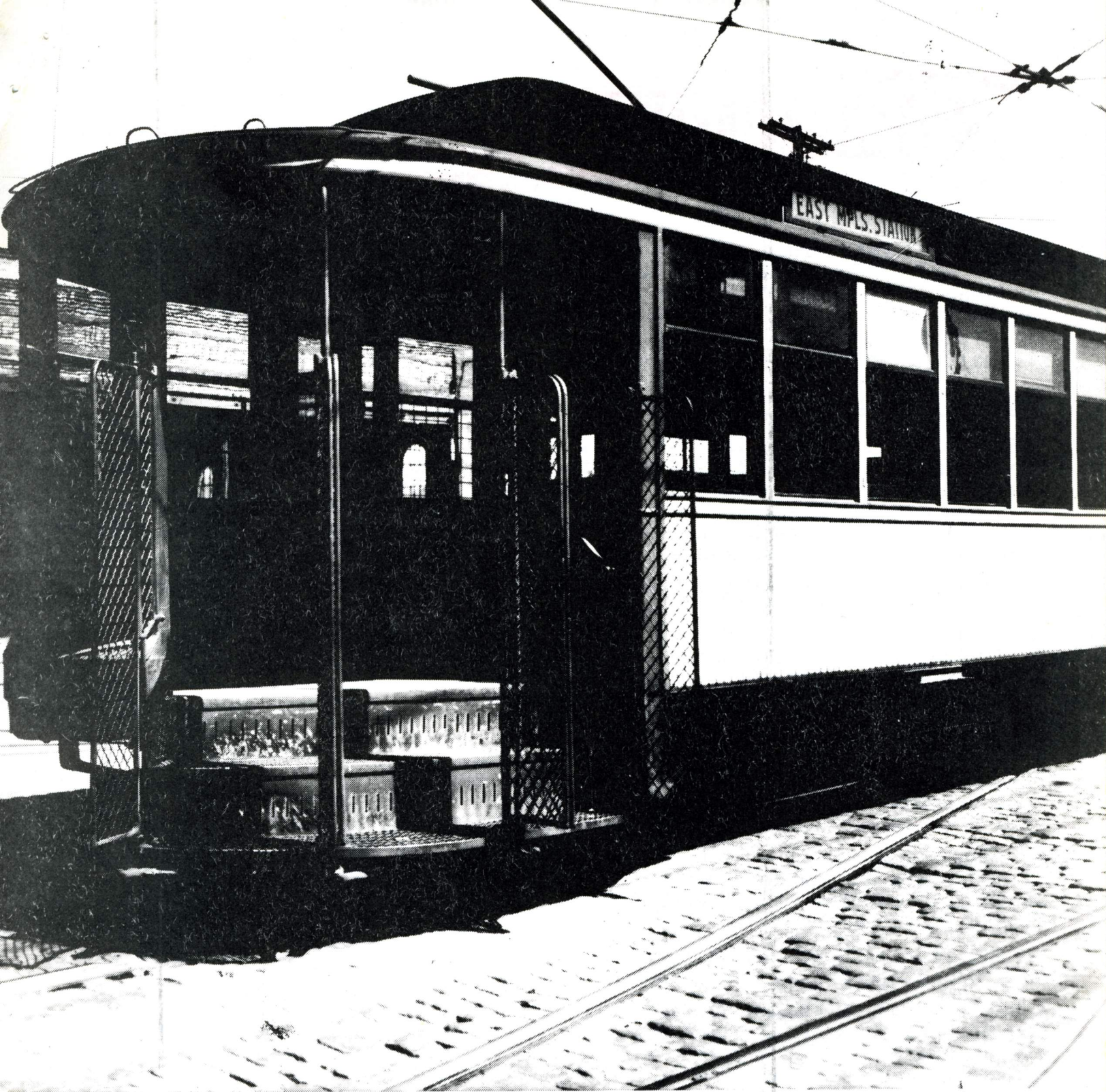




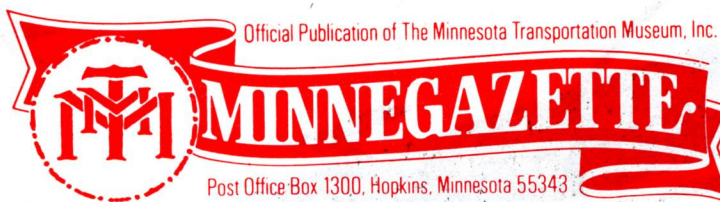
Official Publication of The Minnesota Transportation Museum, Inc.



**MINNEGAZETTE**

Post Office Box 1300, Hopkins, Minnesota 55343





*Published Bi-Monthly for members in good standing  
of the Minnesota Transportation Museum Inc.*

ALL COMMUNICATIONS SHOULD BE ADDRESSED TO THE EDITOR,  
P.M. JOYCE, P.O. BOX 1300, HOPKINS, MINN. 55343.

MARCH-APRIL 1976

ABOUT THE COVER: This classic period pix of the entrance end of a TCRT gatecar at Lake Street Station, Mpls. in the 1920's is symbolic; for its "all aboard" for the MTM's forthcoming new 500+ page book "The Electric Railways of Minnesota", which is finally scheduled to be published early this spring, '76. See the exciting "Members only" prepublication offer -- this issue.

### WHERE WE'VE BEEN, AND WHERE WE'RE GOING--THE ANNUAL MEETING

MTM is off and running in '76! And, the torch of leadership was passed for the Museum's new Board of Directors on Tuesday, January 13th, at the Annual Meeting and election of officers held at the Curtis Hotel in downtown Minneapolis. Following the meeting call to order and a review of the '75 activities by the outgoing president, George Isaacs, each officer gave an account of his area's operations during the past year.

Active, full members of the Museum then elected the incoming new slate of officers and directors for the year 1976.

|                                       |                  |
|---------------------------------------|------------------|
| President                             | Frank Sandberg   |
| Executive Vice President              | Ken Holley       |
| Secretary                             | Dave Norman      |
| Treasurer                             | Bob Macnie       |
| Vice President, Operations            | *Ken Snyder      |
| Vice President, Public Relations      | Paul Joyce       |
| Vice President, Vehicular Restoration | Bill Graham      |
| Vice President, Publications          | Norm Podas       |
| Vice President, Traffic               | *Scott Heiderich |

\*By enabling approval of the General Membership and action of the MTM Board of Directors at the February meeting, these titles have been revised; Operations becomes 'Construction and Maintenance' and Traffic becomes 'Vehicle Operations.'

In addition, a new nominating committee was selected for the coming year; Gary Neunsinger, Russ Olson and Loren Martin.

A hearty vote of thanks was given by President Isaacs to all MTM staffers and members who worked so hard during '75 to make MTM a success. Various museum projects underway were updated; the marvelous restoration work now underway at Como Shops; Bob Renz' progress on Dan Patch #100--it's almost completed; Bill Graham and crew on TCRT/DSR #265--a complete new set of windows, the underframe is reworked and reprimed, new subflooring is in and new oak flooring is being installed; the triple-combine and the numerous other acquisitions of MTM rolling stock during '75 were detailed.

The plans and dialog on the Stillwater Steam engine continues with that St. Croix community. Author Russ Olson and co-conspirator P. Joyce are forging ahead on the book - Electric Railways of Minnesota, and it appears that publication will be in April of this year. Various details and the cover jacket artwork were shown to the membership. The able work of Treasurer Bob Macnie and Secretary/Membership Chairman Dave Norman was duly reported. The traffic report, by Frank Sandberg, indicated that while bad weather and numerous operating difficulties hampered our Como-Harriet Trolley operations this year, ridership held up remarkably well and again approached the magic 50,000 mark in '75. But, in terms of sheer mechanical tangible progress in '75, outgoing Operations head Scott Heiderich spelled



## Meeting Report cont.

out the MTM's physical accomplishments and plans for '76.

- Installed the switch and siding at 42nd street
- completed the painting of the Minnehaha Depot
- completed the overhaul and installation of #1300 trucks
- continued the maintenance of #1300 and the C-H site.
- accomplished surveying at the C-H Site
- began the northern extension under the Wm. Berry Bridge
- received complete Park Board approval for '76 extension

He extended a special vote of thanks to those members who obtained for MTM the use of special equipment and services.

In 1976, the following projects were outlined;

- Complete the northern extension, installing track and trolley wire.
- Survey and finalize the northern extension up to and including the proposed turntable near 36th St.
- Rebuild the compressor on #1300, and continue #1300 maintenance.
- Complete the surveying and plans for the south end of the line to include the proposed new carbarn and the south turntable.
- Install the foundation and pit for the new two unit carbarn.
- Survey and realign the "S" curve track and place overhead pulloffs.

MTM Legal Counsel, Byron Olsen, made an articulate case for the historic band of Buses now at Como and Rosemount. His point being, that while the bus collection is of comparatively 'recent' vintage and does not conjure up the same museum support and enthusiasm as does the rail vehicle, they still deserve future restoration effort and should not be disposed of to other museum groups, or worse, as has been proposed.

Rounding out the active evening, a collection of membership's best 35mm color slides from last summer's visit of Freedom Train were shown--complete with tape-recorded sound effects.

The MTM is alive and well in '76, and the goals which have been set for the coming year are ambitious and calculated to move forward in the solid spirit of accomplishment which has become the hallmark of MTM!

### A KEYNOTE '76 MESSAGE! by Frank Sandberg, MTM President

This promises to be an exciting and challenging year for all of us at MTM. Soon, our long-awaited publication, "The Electric Railways of Minnesota" will be in print and at about the same time we will begin construction on our recently approved north track extension which will move us ever-closer to our goal at 36th St. and East Calhoun Blvd. The restoration work on our historic vehicles at Como Shops will, of course continue in full swing, as will the seemingly never-ending search for a suitable steam railroad operating site. In addition to normal museum activities, MTM will host the National Convention of the Tourist Railway Association. This exciting event will be held at the Curtis Hotel in downtown Minneapolis, this coming October. When we add all of the above to the normal operation and maintenance requirements of #1300 and the continued upgrading of our operating site, it will be a very busy season to say the least. So, when the annual membership questionnaire comes your way in March, please do your level best to answer it promptly, and remember that your museum needs your help in almost every area--be mindful--, that not all tasks require a strong back. Make MTM your personal Bi-Centennial project of 1976.

MORE ON THE BUSY UPCOMING YEAR AT MTM -by Scott Heiderich-V.P. Vehicle  
Operations

The Como-Harriet Line, again featuring #1300, will open for regular operations on Saturday, May 29th, 1976 (Memorial Day Weekend). As was the case last year, we will operate Wednesdays and Fridays (6:30 p.m. - dusk) from Memorial Day through Labor Day; on Saturdays (4:00 p.m. - dusk) from Memorial Day weekend through the last Saturday in September; and on Sundays and Holidays (12:30 p.m. - dusk) from Memorial Day weekend through the last Sunday in October.

We will be open for normal service on Saturday May 22 and Sunday 23, if #1300 can be readied and the weather is reasonable. We will also be making a special plea this year for members to volunteer for Mondays, Tuesdays and Thursdays "extra board" service during the band concert season to help improve our annual traffic count and, of course, obtain very needed additional revenue. Members will be asked to volunteer for these days above and beyond their regular hours during normally scheduled sessions. These additional sessions will not be advertised.

Mrs. Frank Sandberg (Judy) has agreed to handle the charter activities again this year. We hope to increase our revenue from this source also. The Sandberg telephone number is 890-2830 and the Dave Norman # is 729-2428. Dave frequently handles charter telephone inquiries.

The Minnehaha Depot will be staffed this year by MTM members from Memorial Day through Labor Day. On location, we now have a fine assortment of railroad postcards available for purchase by visitors.

THE '76 DIRECTORY

Along with this issue of the 'Gazette' is your copy of the 1976 MTM Membership Directory which we issue early each year as a general service to the membership. Our hats are off to Membership Secretary Dave Norman and his family for their fine work in putting it together. Dave asks that should you find any discrepancy with the listings, please contact him. Address changes should also be sent to Dave at 3007 E. 24th St., Mpls., Minn.-phone 729-2428. He needs your support to keep it all together and it will insure that your "Gazette" will get to you when you move.

ELECTRIC RAILWAYS OF MINNESOTA-Nearing Publication!

MTM's long-awaited extensive new historical volume-the "Electric Railways of Minnesota", authored by MTM member and Director Russ Olson-is nearing completion. Final proofing is in progress. Over 20 years in preparation, this authoritative work is 8½ x 11 hardbound with a full colordust jacket and frontpiece plate. It will be printed on high-gloss enameled stock and contains over 550 pages with more than 700 rare, some never-before published photographs, system maps, diagrams timetables and rosters!

It's a must for any traction library. In addition to the premier Minnesota Electric Railways-Twin City Lines, and Duluth-Superior Traction Co.,-the lesser known street railway systems are also covered--plus Interurbans, Industrial Lines, Carbuilding Companies and selected, overlapping North Dakota lines. As a result of the rapid progress toward publication, MTM is pleased to make, at this time, a pre-publication offer to members only. The pre-publication price will be \$25.00 post-paid, limit one per member from now through April 30, 1976. Each pre-publication copy will be autographed by the author--Russ Olson.

The book will retail in the \$30.00 range when it is published during April-May; therefore, it would be to your advantage to order early at the member's pre-publication price. Use the handy order blank in the back of this issue to order early. Mail all orders to "Trolley", Box #1300, Hopkins, Minn. 55343. Mark the order-Attn. Book --enclose your remittance.



## A LOOK AT YOUR MTM BOARD OF DIRECTORS--Your Officers at Work!

The Minnesota Transportation Museum is a 365 day a year operation! It's responsibilities and physical assets and properties have expanded during the past decade at a rate which is both gratifying to historians and astounding to the charter members of the then fledgling organization. It is as one individual, viewing the magnitude of today's MTM operation, at Harriet, last summer, observed,---"Boy, this is really complex; and you can't just walk away from it, either!" It's true, MTM has a deep responsibility to the people of Minnesota and to the historical record. Visitors to our properties, and a great number of members, often look at our efforts as purely operating 'the trolley' and reconditioning other trolley cars. While these are the physical attractions that have drawn most of us to MTM, they are really just the "tip of the iceberg." Often unseen and unheralded, are the vast number of manhours expended by our officers--away from museum sites--in matters greatly removed from maintenance or rehabilitation. The hard work expended by MTM'ers in restoration and tracklaying and vehicular operation is usually well documented--and well deserved. But, what about those behind-the-scenes people? Let's take a look.

President: George Isaacs '75/Frank Sandberg'76. As MTM's chief executive, he bears the share of administrative tasks. Much of his daily mail is devoted to MTM business. In addition, he must dispatch appropriate letters and communiques to the officers or personnel involved. He fields numerous phone calls from people who choose to call at all hours of the day and night. His files are crammed with data and historical materials relating to MTM activities. Finally, he chairs the often stormy meetings of the Board of Directors using his prepared agenda which indicates upcoming important decisions regarding the future of MTM.

Executive Vice-President: John Larkin '75/Ken Holley'76. This is the man who backs up the President when his knees begin to wobble from the strain of office. The Exec. is the 'safety valve', the 'relief man' and the most necessary person. He gets into all areas of museum activities; operations, traffic, publications, P.R., traffic, etc. He must be a promoter--and he is liaison between MTM and other museums when needed. This position is the proverbial Jack-of-all trades and is characterized by a "can-do" attitude. He has also led planning and preparation for much invaluable work. Too, our "Exec." has had a heavy influence on our various acquisitions and serves as the head of this vital area.

### Secretary/Dave Norman

This position requires the infinite patience to keep all of the museum's formal records in order. In addition to arranging correspondence and publishing the minutes of the membership and Board of Directors meetings, Dave is MTM's membership Secretary. As such, he keeps the members roster, solicits membership dues, duns those who need it and helps publish the annual Directory. He's a very able and busy fellow--and highly appreciated! Additionally, he handles a variety of Museum correspondence, answers membership and Como-Harriet schedule telephone inquiries.

### Treasurer/Bob Macnie

This position pulls it all together! MTM's financial officer insures that the non-profit corporation's financial records are in order and solvent. Much 'midnight oil' is burned in this quest! Often Bob will wade through a veritable mountain of tax forms and regulations so that MTM will comply with the complexities of our State, Local and Federal tax rules.



## BOARD OF DIRECTORS REVIEW cont.

### Treasurer/Bob Macnie cont.

It takes Bob Macnie to do this and sort out all the accountables, receivables, debits and credits. He is a true professional.

### Vice-President-Vehicle Restoration/Bill Graham

This is the position which helps to convert the past into the future! Vehicle restoration is the complex job of taking badly decayed and neglected streetcars and other vehicles and rehabilitating them to 'as new condition' -and keeping them there. He must gather together a variety of rare skills (how many people do you know who can rework streetcar traction motors or ornate 19th century woodwork) and orchestrate them into a piece worthy of a now vanished era of master craftsmen. You ought to see what he and his crew are accomplishing at Como. Soon you will-- on the C-H.

### Vice-President-Vehicle Operations/Frank Sandberg '75/Scott Heiderich '76

This individual makes it all go on the Como-Harriet line and the 'Trolley of Summer', the most visible and famous of MTM activities, accessible to all. The VP in charge of Vehicle Operations must schedule all motormen, conductors, cross-guards etc, etc, for several days of each week throughout the summer operating season and for special charter runs. And, if he cannot find seasoned motormen in the latter days of the 20th Century, he must train them from scratch! He spends long hours on the phone calling and confirming his operating schedules. We need him and we love him!

### Vice-President-Construction & Maintenance/Scott Heiderich '75/Ken Snyder '76

If there is an MTM 'Straw Boss', he is it! He builds for the future, and he must build for eternity -straight and true. Traditionally, the Vehicle operations man is right behind him demanding perfection for his cars. He too, spends long hours on the phone--arranging crews and scheduling work sessions whose stock in trade are heavy and ponderous objects worthy of an Atlas. This position also requires skill, judgement and great perserverance. Without him, we would go no further! He takes obsolete and often cast-off material and turns it into a restoration effort worthy of praise. Quite a miracle and triumph of mind over matter.

### Vice-President-Publications/Norm Podas

Norm's principal task during the past few, and coming years, is the physical publication of MTM's new book, authored by Russ Olson, the "Electric Railways of Minnesota"--a voluminous, highly illustrated and authoritative work. This is a task he has been shepherding toward completion. In addition, Norm has the responsibility for the public dissemination of information about MTM, and the publication of the new book.

### Vice-President-Public Relations/Paul Joyce

This is the man who publishes the six annual issues of 'Minnegazette' you are reading, the annual membership Directory, the various flyers and publications of MTM and the Como-Harriet, writes and procures all literature, postcards, answers correspondence and inquiries etc, maintains MTM's P.O. Box #1300 in Hopkins and has recently been consumed in getting MTM's new book ready for publication with the printer. He is the character who, back in 1968, dreamt up the idea for the Como-Harriet Trolley Line restoration. In addition, he is in charge of obtaining publicity through the various media. Otherwise, he doesn't do very much.



## BOARD OF DIRECTORS REVIEW cont.

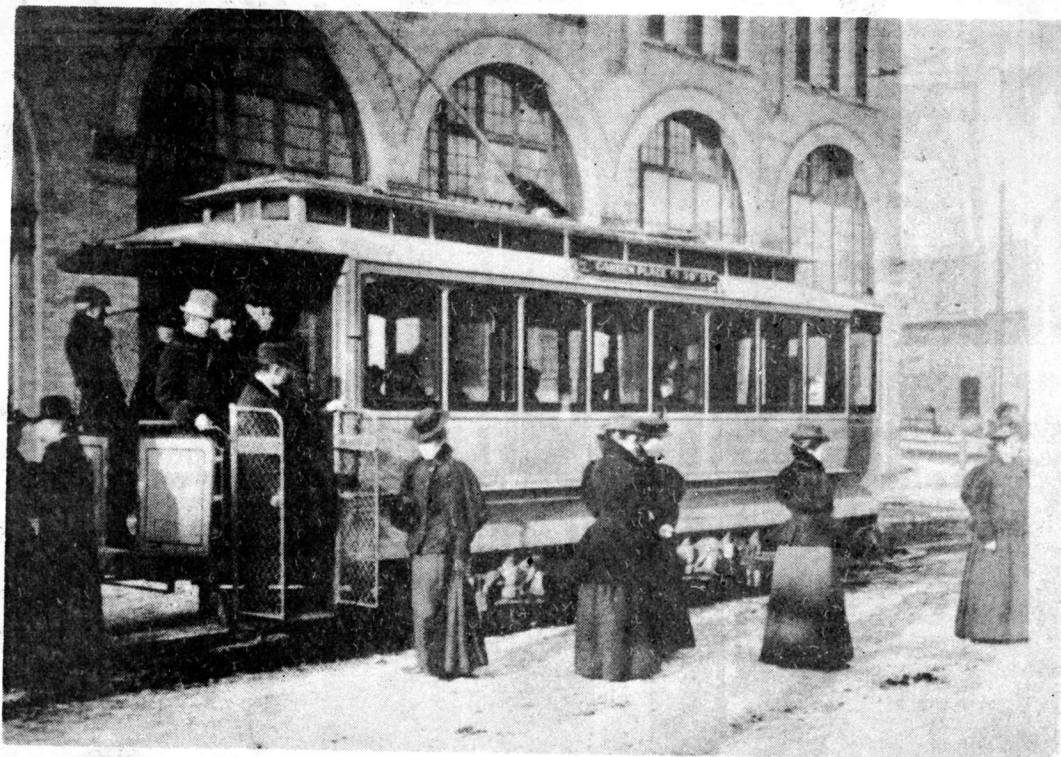
This is your Board of Directors. We thought you'd like to know more about each. In future issues, we'll dwell on the operating departments and explain a few more of the MTM nuts and bolts. There's a great deal more behind the scenes than is casually observed.

## #265 RESTORATION APPEAL

With this issue are copies of the project #265 restoration appeal flyer. Let's get the word out; give them to a friend, post them on the Bulletin Board at work, seek out those who are sympathetic to our cause--Help! We are within sight of putting this noble car back on the rails in regular operation. It won't take much if we all get behind her in the effort; \$1.00, \$5.00, \$10.00 -you name it. Everything helps! We're going to prominently put the name of every individual who helped or contributed a nickel toward this effort aboard this car as a permanent memorial when it rolls again. We need the cash and effort to accomplish the mission. Send your contributions to 'Trolley #265'-Box #1300, Hopkins, Minn. 55343 and/or call Bill Graham 925-4806 to help in the work. Do it now! #265 is the great hope for our expanded Como-Harriet operations in '76-'77 and you can be a part of this bit of reconstructed history!

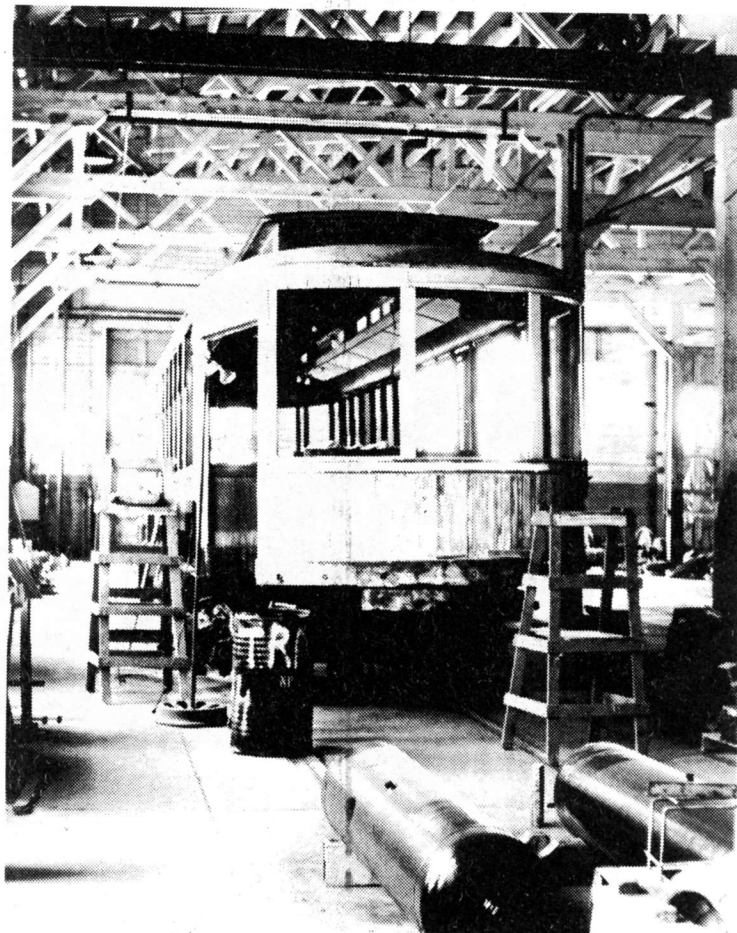
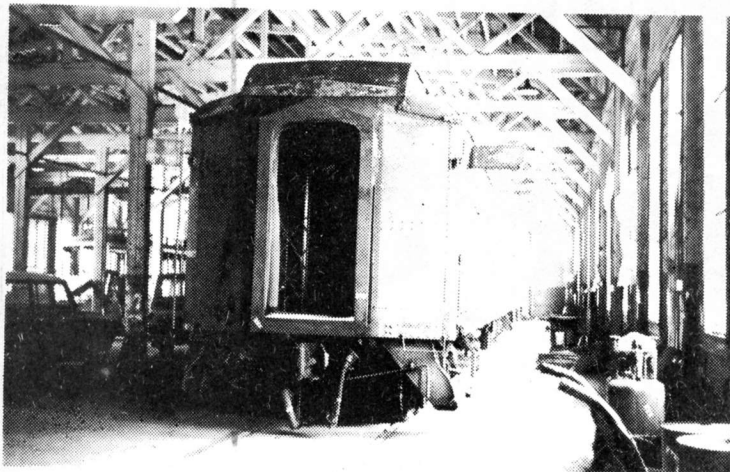
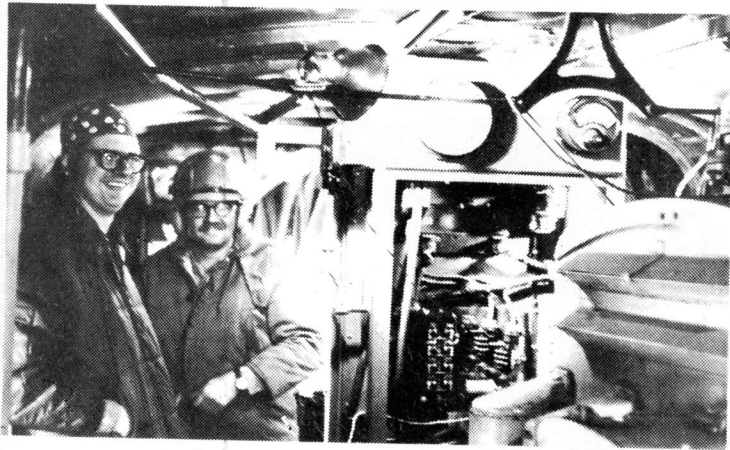
## NOTICE: GENERAL MEMBERSHIP MEETING SLATED FOR TUES. MARCH 30, 1976

Notice is hereby given that the next general membership of the MTM will be held on Tuesday, March 30, 1976 at the Northwestern National Life Ins. Building in downtown Mpls. at the foot of the Nicollet Mall at Washington Ave. The meeting will begin in the NWL Building Auditorium promptly at 8 p.m. and will feature Director George Isaacs' exciting, illustrated presentation on 'Light Rail Transit-What is it & How can it be applied.' It sounds like a terrific program--plan to attend.





Top: Trackwork at Lowry & Penn No. circa 1938. Below Right: Car #265 under restoration at Como (the new air tanks are for Dan Patch #100). Bottom Left: the newly acquired triple-combine at Como. Below; Bob Renz (left) and Bill Cordes at work inside #100-Dan Patch at Como Shops.







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# MINNESOTA STREETCAR MUSEUM

PO Box 16509  
Minneapolis, MN 55416-0509  
[www.TrolleyRide.org](http://www.TrolleyRide.org)

August 2021

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